



## 18 H.P. Mark II Six-Cylinder Chassis Specification

Price - £450

**DIMENSIONS**—Wheelbase, 10' 1". Track, 4' 6". Overall length, 13' 9". Overall width, 5' 4". Clearance 9½".

**ENGINE**—Six cylinder monobloc, detachable head. Bore 2½"=73 mm. Stroke 4½"=114.29 mm. Capacity 175.2 cub. ins.=2,872 cc. R.A.C. Rating 20 h.p. Three main bearings. Alloy pistons. Overhead valve gear. Cylinder block cast with top half of crankcase.

**LUBRICATION**—By submerged self priming pump with positive distribution to overhead valve gear and to main, big end and camshaft bearings. Capacity of sump 1½ gallons.

**ELECTRICAL EQUIPMENT**—Lucas 12 volt. Five lamps.

**IGNITION**—By high tension magneto.

**CARBURETTOR**—Dual Claudel Hobson with twin stranglers and heated chamber to facilitate starting from cold.

**PETROL TANK**—Gravity feed from tank situated in the scuttle. Capacity 10 gallons.

**COOLING**—Radiator situated in front of engine. Circulation by centrifugal pump. Cooling fan integral with flywheel.

**CLUTCH**—Large single plate clutch of special design providing long life and light control. Dust and water shield under flywheel.

**GEAR BOX AND REAR AXLE**—Constructed in one unit. Central change speed lever. Three speed gear box in centre of chassis attached by torque tube to spiral bevel driven rear axle. Gear ratios with 4.7 to 1 reduction; 1st 16.65, 2nd 7.82 and 3rd 4.7 to 1. Reverse 23.8 to one.

**SPRINGS**—Front, semi-elliptic. Rear, cantilever with shackles adjustable to suit load. Gaiters to all springs.

**FOUR WHEEL BRAKES**—A pair of 17½" diameter fabric lined shoes act internally on each brake drum, all four being controlled by the central hand lever and brake pedal. Control by rods fitted with easy adjustment from outside the body.

**WHEELS AND TYRES**—Special disc wheels, one spare. Five 820 mm.×120 mm. high pressure or 31"×5.25" reinforced Dunlop balloons.

**EQUIPMENT**—Wings, clock, speedometer, electric horn, oil pressure gauge, vertical petrol gauge, and kit of tools.

**PERFORMANCE**—Speed range on top gear from 5 to 60 m.p.h.

**CONSUMPTION**—Petrol 21 m.p.g.

## The Short 18 H.P. Six-Cylinder Chassis Specification

Price - £350

**DIMENSIONS**—Wheelbase, 10' 0". Track, 4' 8". Overall length, 13' 2". Overall width, 5' 6". Ground clearance 9 to 10".

**ENGINE**—Six cylinder monobloc, detachable head. Bore 2½"=73 mm. Stroke 4½"=114.29 mm. Capacity 175.2 cub. ins.=2,872 cc. R.A.C. Rating 20 h.p. Three main bearings. Alloy pistons. Overhead valve gear. Cylinder block cast with top half of crankcase.

**LUBRICATION**—By submerged self priming pump with positive distribution to overhead valve gear and to main, big end and camshaft bearings. Capacity of sump 1½ gallons.

**ELECTRICAL EQUIPMENT**—Lucas 12 volt. Five lamps.

**IGNITION**—By high tension magneto.

**CARBURETTOR**—Dual Claudel Hobson with twin stranglers and heated chamber to facilitate starting from cold.

**PETROL TANK**—Gravity feed from tank situated in the scuttle. Capacity approximately 8 gallons.

**COOLING**—Radiator situated in front of engine. Circulation by centrifugal pump. Cooling fan integral with flywheel.

**CLUTCH**—Large single plate clutch of special design providing long life and light control. Dust and water shield under flywheel.

**GEAR BOX AND REAR AXLE**—Constructed in one unit. Central change speed lever. Three speed gear box in centre of chassis attached by torque tube to rear axle and providing three speeds forward and one reverse. Spiral bevel drive. Gear ratios: 1st 17.5, 2nd 8.63 and 3rd 4.7 to 1. Reverse 22.25 to 1.

**SPRINGS**—Semi-elliptics, front and rear, fitted with spring gaiters and rebound plates.

**FOUR WHEEL BRAKES**—A pair of fabric lined shoes act internally on each brake drum. The central hand lever and also the pedal control all four brakes. Control by rods fitted with easy adjustment from outside the body.

**WHEELS AND TYRES**—Special disc wheels with one spare. Five 29"×4.95" Dunlop reinforced balloon tyres.

**EQUIPMENT**—Runner boards, speedometer, clock, oil gauge, vertical petrol gauge, kit of tools, etc.

**PERFORMANCE**—Speed range on top gear from 5 to 60 m.p.h.

**CONSUMPTION**—Petrol 22-24 m.p.g.

ARMSTRONG-SIDDELEY MOTORS, Ltd.

(Allied with Sir W. G. Armstrong Whitworth & Company, Ltd.)

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# C. F. DINGWALL.

## The 18 H.P.

## MARK II

## 6 CYLINDER

ROYAL AUTOMOBILE CLUB MOTORING LIBRARY  
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1926

# Armstrong-Siddeley

## STANDARD AND SHORT MODELS

THE 1926 range of 18 h.p. Mark II six cylinder Armstrong-Siddeley cars represents still greater value for money, the car being produced in two models, the Standard and the Short. A separate and complete range of bodies is available with each model, the Standard following the previous 18 but being equipped with a new type of engine in which a compact and yet accessible design has been blended with silent and smooth operation. The Standard chassis also incorporates an exceptionally sweet set of large diameter four wheel brakes.

The Short chassis is of simpler design, but utilises the same engine. It differs from the Standard model by employing half elliptic springs instead of cantilevers at the rear. Both chassis are equipped with centrally controlled three-speed gear boxes which are built in one unit with the torque tube and spiral bevel driven axle case, a design that is both simple and efficient in action.

The Short  
18 H.P. Range

Open Cars from  
£450

Closed Cars  
from - £525



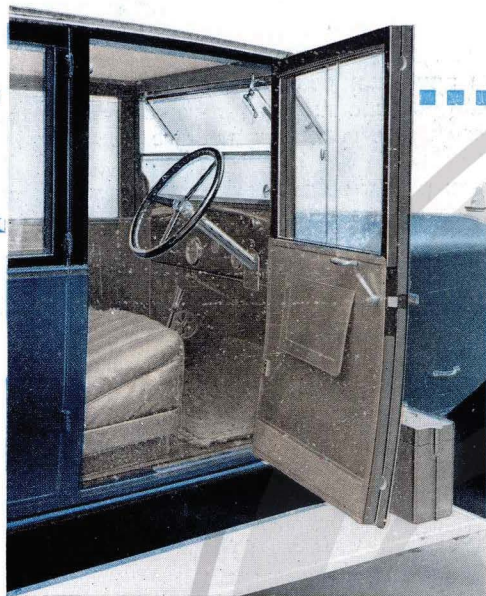
The Standard  
18 H.P. Range

Open Cars from  
£575

Closed Cars  
from - £695



## The SHORT 18 h.p. Six Cylinder ARMSTRONG-SIDDELEY



The front compartment of the Saloon body on the Short 18, showing the adjustable front seat, wide doors, and sliding windows.

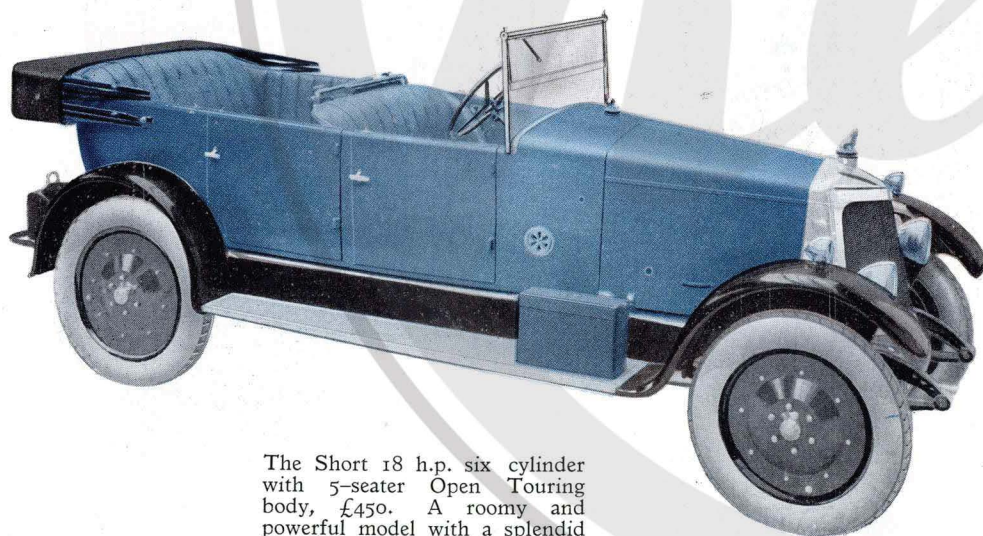
The Short 18 h.p. six cylinder Armstrong Siddeley chassis is available with the following types of bodies, two only of which are illustrated below:— the 2/3 seater and 5-seater Open Tourer at £450, the four-seater special Tourer at £485, the Saloon at £525, and the Saloon Landaulette, the Three-quarter Landaulette and the Coupe at £550. From this range the owner who desires more refined running than is possible with a four cylinder car should be able to make a suitable choice for in this simpler and rather lighter chassis the 18 h.p. engine completes a responsive and yet smooth and silent motor car. Economical running and the minimum of maintenance have been secured by the simplification of

the chassis and coachwork without, however, sacrificing the qualities of strength and endurance, so necessary in a car intended for work in any part of the world.

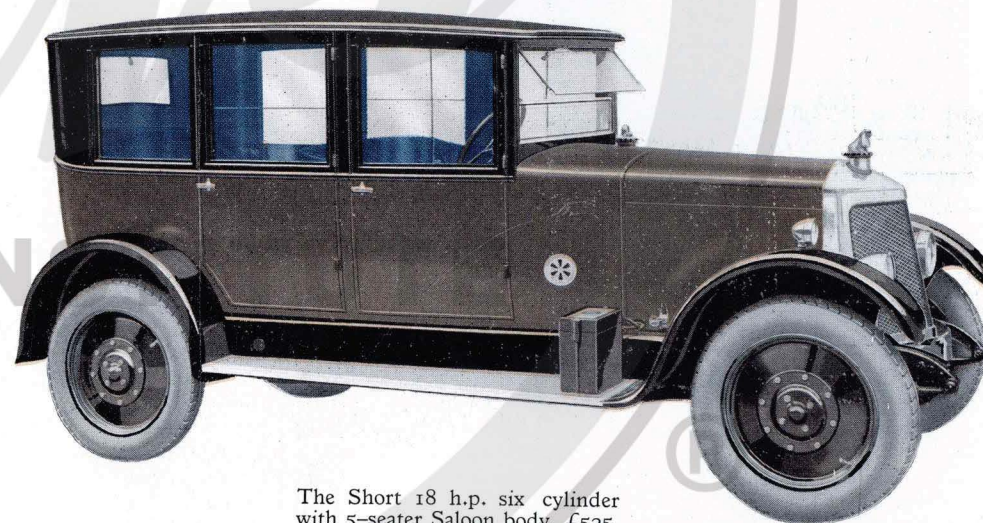
The principal characteristics of the coachwork are practical comforts and comprehensive equipment. Thus the experienced will note the width of the doors, the offside entrance to the driving seat, the extensive drop windows on the closed models, the adjustable front seats and the manner in which they support the figure, the ample head, leg and elbow room and the inclusion of a luggage grid, automatic wiper, hood envelope, and many other useful accessories.



The rear compartment of the Saloon body on the Short 18 showing the wide doors and drop windows.



The Short 18 h.p. six cylinder with 5-seater Open Touring body, £450. A roomy and powerful model with a splendid and economical performance.



The Short 18 h.p. six cylinder with 5-seater Saloon body, £525. A completely equipped, roomy and powerful six cylinder which possesses a wonderful top gear performance and is economical in up-keep and easy to maintain.

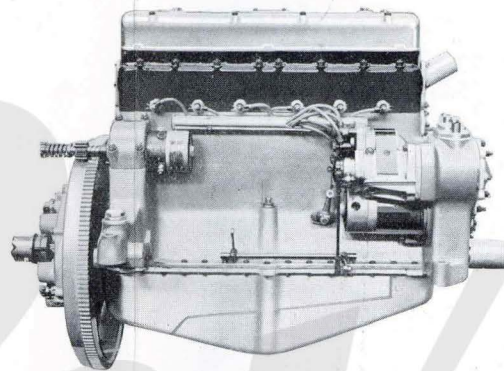


# Armstrong-Siddeley 18 H.P. Mark II 6 Cylinder

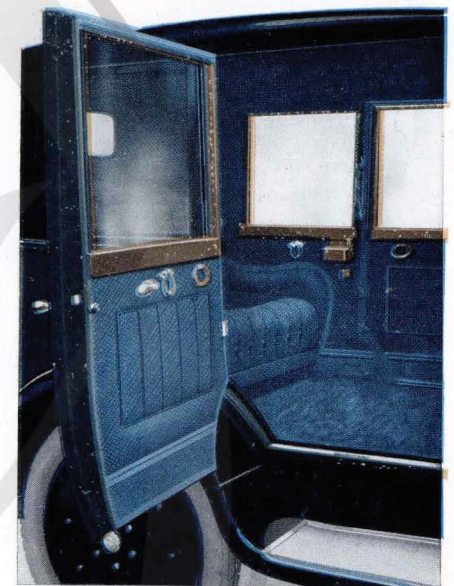
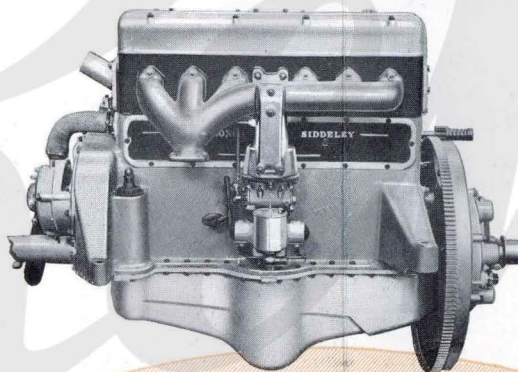


A glimpse through the rear door of an 18 h.p. closed body showing one of the folding seats.

The 18 h.p. engine showing the accessible position of the electrical equipment.



The 18 h.p. engine showing its clean design and compact appearance.

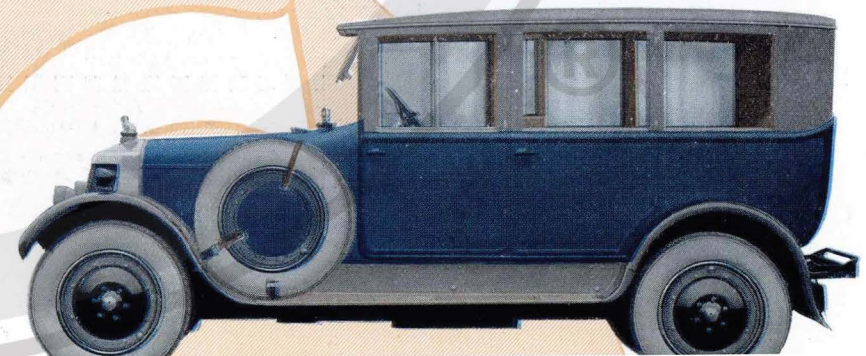


Another view of the interior of an 18 h.p. closed body showing the comfortable accommodation of the rear seat.

The 1926 range of Standard 18 h.p. Mark II six cylinder Armstrong-Siddeley cars has not only been reduced in price but also improved in detail, the bodies on the Standard cars being more elaborately finished and more roomy than those of the Short 18.

The 5-seater Open Tourer is a handsome family car designed with four wide doors and an exceptional amount of leg, head and elbow room. The seats offer a restful travelling position while the easily operated rear screen and rigid and rattle proof side curtains provide adequate protection against wind and weather.

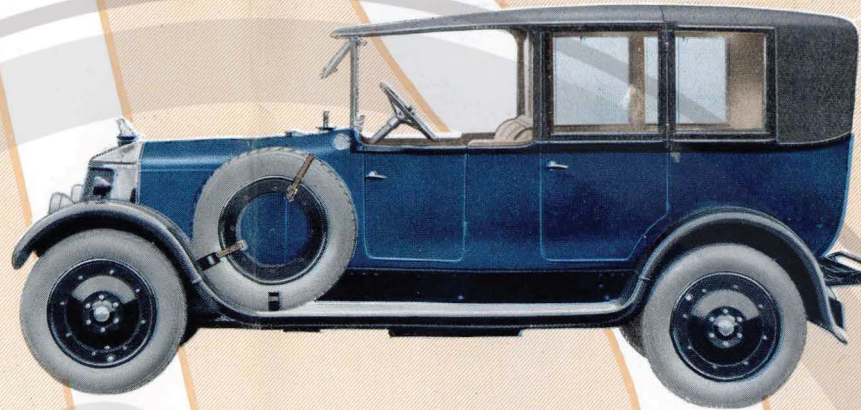
The Saloon is a car of artistic appearance suitable for the all-weather owner driver. It seats three on the rear seat and...





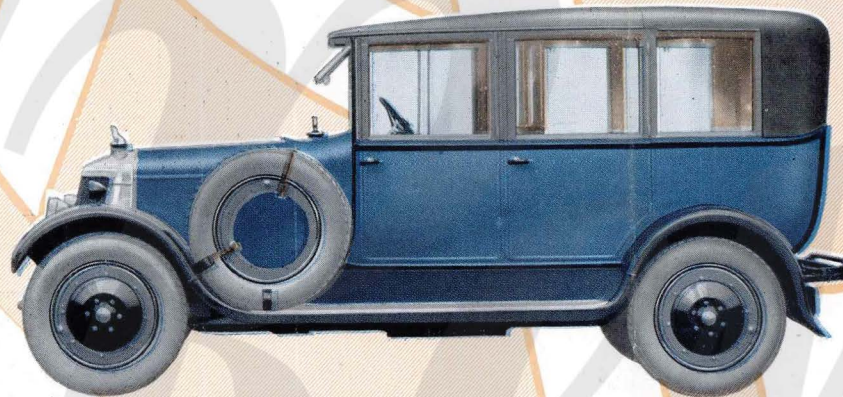
windows, dropping rear windows, and fixed quarter lights enable excellent all round views to be obtained. Other features of interest are the adjustable front seat, non drumming roof, and wide rear light.

The Three-quarter Landaulette is a useful type of car for town work seating two on the back seat, one beside the driver and two on occasional seats which can be folded flush with the division, the latter being provided with a sliding window, an umbrella tray and a pocket. All four rear windows drop, and the leather head folds



The Three-quarter Landaulette, £750.

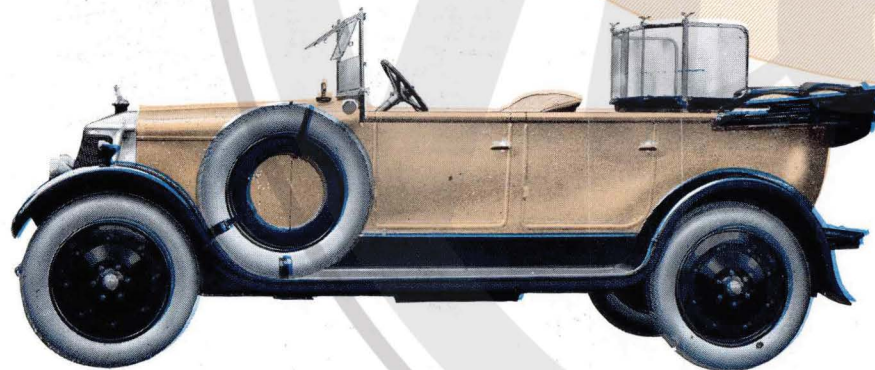
down neatly with a minimum of overhang.



The Enclosed Landaulette, £795.

The Enclosed Landaulette is a handsome town carriage, the driving compartment being enclosed in sliding windows over the wide doors and sliding glasses at the back of the front seat. The rear compartment can be opened up by folding the automatic head from the rear door pillars and all four windows are fitted with automatic lifts. In addition to the luxurious rear seat this compartment is equipped with two auxiliary seats which can be folded flush with the division.

The Enclosed Limousine is an imposing town carriage equally suitable for the owner driver or chauffeur. The driving compartment is enclosed by sliding windows over the doors and two sliding glasses at the back of the front seat which also accommodates two auxiliary seats and an umbrella tray. All four windows in the rear are fitted with automatic lifts, the ease of access through the wide doors and the amount of head, leg and elbow room being other notable points.



The 5-seater Open Tourer, £575.

The equipment includes a substantial luggage grid, a hood envelope (on open cars), five lamps, a dash lamp, clock, speedometer, ever visible petrol gauge, scuttle ventilators, electric horn, a mat to the front compartment, a pile carpet to the rear and five 820 mm. x 120 mm. high pressure or 31" x 5.25" Dunlop reinforced balloon tyres. On the closed cars inlaid mahogany finish to the interior woodwork and companions, silk rope pulls and a parcels net are fitted. The upholstery is finished in the best quality leather or cloth and a choice of colours is allowed for the coachwork.